SUPPLEMENT (2),

1914,

RELATING TO THE

MEDITERRANEAN PILOT, VOL. IV.

FOURTH EDITION,

1908.

(CORRECTED TO 18TH FEBRUARY, 1914.)

PUBLISHED BY ORDER OF THE LORDS COMMISSIONERS OF THE ADMIRALTY.

LONDON :
PRINTED FOR THE HYDROGRAPHIC OFFICE, ADMIRALTY,
UNDER THE AUTHORITY OF HIS MAJESTY'S STATIONERY OFFICE,
BY TAYLOR, GARNETT, EVANS, & Co., LTD.,
ALSO AT MANCHESTER AND READDISH;
AND TO BE OBTAINED FROM
J. D. POTTER, AGENT FOR THE SALE OF ADMIRALTY CHARTS,
145, MINORIES, E.C.

1914.

Gratis to Purchasers of Mediterranean Pilot, Vol. IV.

CAUTION WHEN APPROACHING BRITISH PORTS.

(To be inserted inside cover of all Sailing Directions.)

PART I.—CLOSING OF PORTS.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that circumstances may arise in which it may be necessary, on account of periodical exercises, manœuvres, or otherwise, to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the United Kingdom, or any port of the British Empire, a sharp lookout should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (2), Part II., of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (2), Part II., of this Notice.

If these signals are displayed, vessels must either proceed to the position marked " Examination Anchorage " on the Admiralty Charts and anchor there, or keep the sea.

PART II.—EXAMINATION SERVICE.

(1) Under certain circumstances, it may become necessary to take special measures to examine vessels desiring to enter the ports or localities at home or abroad, referred to in Notices to Mariners No. 1 of 1914 and subsequent years.

(2) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (4) will be charged with the duty of examining ships which desire to enter the ports and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the Examination Anchorage. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(3) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp lookout for any vessel carrying the flags or lights mentioned in paragraph (4), and to be ready to " bring to " at once when hailed by her or warned by the firing of a gun or sound rocket.

In entering by night serious delay and risk will be avoided if 4 efficient all round lamps, 2 *red* and 2 *white*, are kept available for use.

(4) By day the distinguishing flags of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border) and a blue ensign.

Also, three *red* vertical balls if the port is closed.

By night the steamer will carry: (*a*) Three *red* vertical lights if the port is closed; (*b*) three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(5) Masters are warned that, before attempting to enter any of these ports when the Examination Service is in force, they must in their own interests strictly obey all instructions as to entry given to them by the Examination Steamer. In the absence of any instructions from the Examination Steamer they must proceed to the position marked " Examination Anchorage " on the Admiralty Charts, and anchor there, or keep the sea.

Whilst at anchor in the Examination Anchorage, Masters are warned that they must not lower any boats (except to avoid accident), communicate with the shore, work cables, move the ship, or permit anyone to leave the ship, without permission from the Examination Steamer.

(6) In case of fog, Masters of vessels are enjoined to use the utmost care, and the Examination Anchorage itself should be approached with caution.

(7) The pilots attached to the ports will be acquainted with the regulations to be followed.

(3802) Wt. 36065/426 (1) 35,000.—1/14. T.G.E

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This Supplement (2), compiled by Commander W. G. Beauchamp, R.I.M., contains all the information received in the Hydrographic Department of the Admiralty relating to the Mediterranean Pilot, Vol. IV., Fourth Edition, since its publication in 1908, and is derived from the Reports by Officers of His Majesty's Navy and Foreign Governments, and various other sources.

The principal dimensions of all dry docks, patent slips, &c., the available depths into the principal ports, and a list of spots suitable for magnetic observations, included in Mediterranean Pilot, Vol. IV., have been inserted as Appendices.

Supplement, 1911, and all Notices to Mariners relating to the above work, up to and including No. 276 of 1914, are hereby cancelled, except Nos. 1,938 and 2,028 of 1913, which remain temporarily in force.

H. E. P.-C.

Hydrographic Department,
Admiralty, London,
28th February, 1914.

(4201). Wt. 45087/20. 2,500.—3/14. T.G.E.

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H. R. P.

Hydrographic Department,
Admiralty, London,
April, February, 1912.

For details of sectors and the latest information respecting the Lights which are included in this work, seamen should consult the Admiralty List of Lights, Part V. This List is published early in every year, corrected to the preceding 31st December.

The existence of this Supplement (2) is to be entered on the opening pages of the Mediterranean Pilot, Vol. IV. The information in it is to be carefully considered.

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(*All bearings are Magnetic.*)

GENERAL NAVIGATION.

Page xxi.—*Insert* new section 15:—

15. *Concise Rules for Revolving Storms—*

1. Revolving storms are so named because the wind in these storms revolves round an area of low pressure situated in the centre. They have also local names, and are termed hurricanes in the West Indies and South Pacific ocean; cyclones in the Indian ocean, Bay of Bengal, and Arabian sea; and typhoons in the China sea.

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Page xxi *continued.*

a watch in the northern hemisphere, and with the hands of a watch in the southern hemisphere. The wind does not revolve in circles, but has a spiral movement, inwards, towards the centre.

3. Revolving storms have also, as a general rule, a progressive movement. Within the tropics they usually move from east to west at first, and then curve towards the pole of the hemisphere in which the storm is generated, and afterwards move from west to east.

4. The track which the centre of the storm takes is called the path of the storm, and the portion of the storm-field on the right of the path is known as the right-hand semicircle, and that on the left as the left-hand semicircle of the storm.

5. In the right-hand semicircle, if the observer be stationary, the wind will always shift to the right, and in the left-hand semicircle to the left. This law holds good in both hemispheres.

6. If a vessel be so situated in a storm that running before the wind the path of the advancing storm will be crossed, this is considered to be the dangerous semicircle. This will always be the right-hand semicircle in the northern hemisphere, and the left-hand in the southern.

7. These storms are most frequent in the northern hemisphere from July to November, and in the southern hemisphere from December to May. In the Bay of Bengal and Arabian sea they, however, occur most frequently about the time of the change of the monsoon.

8. The area over which revolving storms have been known to extend varies in diameter from 20 miles to some hundreds of miles, and their rate of movement in the West Indies averages about 300 miles a day; in the China sea, Bay of Bengal, and Arabian sea about 200 miles a day; and in the Indian ocean from 0 to 200 miles a day, the more stationary storms occurring at the beginning and end of the hurricane season.

9. The indications of the approach of a revolving storm are (1) an unsteady barometer, or even a cessation in the diurnal range, which is constant in settled weather; (2) a heavy swell not caused by the wind then blowing; (3) an ugly, threatening appearance of the sky.

10. In order to judge what is the best way to act if there is reason to believe a storm is approaching, the seaman requires to know (*a*) in which direction the centre of the storm is situated, (*b*) in which semicircle the ship is situated.

11. As these points cannot be determined if a vessel is moving with any speed through the water, the first proceeding should be to "stop" or "heave to," and, as it is always best to assume, at first, that the vessel may be in the dangerous semicircle, she should be hove to on the starboard tack in the northern hemisphere, and on the port tack in the southern.

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Page xxi *continued.*

12. If an observer faces the wind the centre of the storm will be from 12 to 8 points on his right hand in the northern hemisphere, and on his left hand in the southern hemisphere; 12 points when the storm begins; about 10 points when the barometer has fallen three-tenths of an inch, and about 8 points when it has fallen six-tenths of an inch or upwards.

13. If the wind shifts to the right the vessel is in the right-hand semicircle, if to the left in the left-hand semicircle, and, if the wind is steady in direction, but increasing in force, she is in the direct path of the storm.

14. If the seaman has reason to think that his vessel is in the direct path of the storm he should run with the wind on the starboard quarter in the northern, and on the port quarter in the southern, hemisphere until the barometer has ceased falling. If she is in the right-hand semicircle in the northern hemisphere she should remain hove to on the starboard tack, but if in the southern hemisphere run with the wind on the port quarter; if she is in the left-hand semicircle in the northern hemisphere she should run with the wind on the starboard quarter, but if in the southern hemisphere remain hove to on the port tack.

15. Should a vessel not have sufficient room to run when in the least dangerous semicircle, she should heave to on the port tack in the northern, and on the starboard tack in the southern, hemisphere.

16. If in a harbour or at anchor the seaman should be just as careful in watching the shifting of the wind and ascertaining the direction of the centre, as by so doing he will be able to tell on which side of the path of the storm he is situated, and be able to act according to circumstances.

17. Should the centre of a storm pass over a vessel, the wind, after blowing furiously in one direction, ceases for a time, and then blows with equal fury from the opposite direction. This makes a confused pyramidal sea, which is especially dangerous.

CHAPTER I.

Page 1.—Caution with regard to mines.—Mariners are informed that mines still exist in the Ægean littoral and the Dardanelles, and that in consequence great caution should be exercised when approaching or leaving ports situated within those areas.

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Page 2.—Greek currency.—*After* "gold coins very rare" *add* "and are all foreign."

Delete "The lowest note is one drachma and."

Insert "Silver coins of one and 2 drachma are issued."

GREEK WEIGHTS AND MEASURES.

400 drams	=	1 oke
44 okes		1 cantar
18 cantars		1 ton
1 kilo. of wheat		22 okes
1 botza		2 okes
48 okes		1 Greek barrel

The following are the equivalents of the Greek in English weights and measures :—

9 Greek drams	=	1 oz. (avoir.)
1 oke		45 ozs.
39½ okes		1 imperial cwt.
18 cantars		1 ton
1 kilo		1 bushel
$3\frac{3}{20}$ okes		1 imperial gallon
$3\frac{7}{8}$ stremmas		1 acre
1 pike (land measure)		25½ inches
1 pike (cloth measure)		27 inches
1 royal pike		1 French metre

TURKISH CURRENCY.

1*l.*T. (Turkish lira, pound or sovereign)	= 18*s.* 2*d.*
1*l.*T.	100 gold pias.
1*l.*	$1\frac{1}{10}$*l.*T.
10*l.*	11*l.*T.
1*l.*T.	$5\frac{8}{19}$ medjidiehs (about).
1*l.*	6 medjidiehs
1 medjidieh	19 silver pias
1*l.*T.	102 to 104 silver pias
1 pias .. .. = 40 paras ..	$2\frac{1}{9}$*d.*
1 metalic .. 10 „ ..	½*d.* (about)

WEIGHTS AND MEASURES.

1 oke	=	400 drams ..	= 2·83 lbs.
1 kantar or quintal ..		44 okes ..	124 lbs.
1 ton		1,016 kilos ..	792 okes
1 cwt.		50·80 kilos ..	39·62 okes
1 kileh (bushel)			17 to 22 okes*

*According to specific gravity of cereals measured.

Page 3.—Communication.—Railways.—The total length of lines open in Greece at the end of 1912 was 990 miles.

Page 3.—Communication.—Railways.—

Page 3 continued.

Steamships.—During 1912 considerable additions were made to the Greek merchant fleet, which now numbers 389 ships, amounting to a total tonnage of over 690,000 tons.

Motor boats and launches have been imported, almost wholly supplied by the United Kingdom. The shipping at Peiræus is, roughly, three-fifths of the total for the whole of Greece.

Turkey.—Buoyage system.—The starboard side of a channel is that side which would lie on the starboard hand of a ship approaching from seaward. That side of the channel which would lie on the port hand of a ship approaching the channel is consequently the port side of the channel.

Red conical buoys will be placed on the starboard side, and white can buoys on the port side of a channel or strait.

Small red and white spherical buoys, fitted with staffs, will be placed on shoals which occur in the middle of a channel or strait, and which can be passed on both sides by shipping.

Spherical buoys placed on a shoal lying in the middle of a channel will be furnished, depending on their condition, either with a red cylinder or other topmark.

In the case of a channel or strait which cannot conveniently be buoyed on both sides, a single row of either red or white buoys will be laid down. Some of the buoys forming this row may be conical and others can buoys. In order to enable the buoys inside the channel to be easily seen and distinguished, a beacon buoy will be placed at the entrance of the channel, where the nature of the background renders this necessary; its topmark will be entirely red, and its other parts red or white, according as it lies in the line of buoys marking the starboard or port side of the channel.

In the case of winding channels and inlets containing numerous and extensive shoals, where the fairway for shipping may be considered as divided into a number of disconnected zones, beacon buoys will be placed at the extremities of each zone, in order that the limits may be clearly perceived, and a reliable guide to shipping afforded.

As regards the fairway both the topmarks and the other parts of the buoys must be painted red on the starboard side. On the port side the topmarks red and their other parts white. The topmarks of the beacons on the shoals in the fairway, which can be passed on both sides by shipping, must be entirely red, the other parts being painted with horizontal red and white stripes.

The topmarks belonging to one zone will be distinguished from those of other zones by their form. In places of this kind light-buoys and fixed beacons of peculiar colour, and carrying special topmarks, can be used.

Page 3 continued.

Reckoning from the entrance to the channel, the buoys on the starboard side will have odd numbers painted on them in black, and those on the port side even numbers. On the starboard side of a channel or strait a red-coloured staff or pole beacon, or an uncoloured mast beacon, will be placed. On the port side a white-coloured beacon, without a staff, or an uncoloured perch beacon (the branched stump of a tree).

On shoals situated outside a channel, spar buoys, beacon buoys, any kind of buoy fitted with a staff, or fixed beacons will be placed on the shoal or in its vicinity. These will always be painted red. The other parts, as occasion may require and to be readily distinguished, will be painted white or red. Where their position renders it necessary, shoals will in some cases be marked by bell-buoys, light-buoys, or whistle-buoys. If it is only necessary to mark shoals on one side, beacons either without topmarks or carrying special ones will be used.

Topmarks are used to indicate the direction in which the shoal lies. In the case of exceedingly small shoals, situated either inside or outside the channel, where it is not considered necessary to surround them with other buoys, and where shipping can approach close to the beacons, the topmark will be a cylinder of height equal to its diameter. While this topmark may also be carried by a buoy marking a sunken vessel, it may not be used in any other place.

In the case of an extensive shoal, situated inside or outside the channel where it is considered necessary to place buoys, they will carry topmarks as described below: —

On a buoy or beacon on the north side of shoal	Two conical topmarks, each point upwards.
On a buoy or beacon on the south side of shoal	Two conical topmarks, each point downwards.
On a buoy or beacon on the east side of shoal	Two conical topmarks, upper one upwards, lower one downwards.
On a buoy or beacon on the west side of shoal	Two conical topmarks, both pointing towards each other.

To indicate the position of a submerged wreck, conical buoys, truncated conical buoys, or cask or barrel buoys will be used; they will be painted green, and have the word **Wreck** written on them in white. These wreck buoys will carry a staff and, according to their position, will exhibit a cylindrical topmark.

To mark the position of telegraph cables green spherical buoys are used. On these buoys the word "**Telegraph**" or the letter "**T**" will be painted in white, in Turkish character.

In order to indicate the limits of quarantine areas, yellow buoys or conical beacons must be used.

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Page 3 continued.

In order to denote the limits of areas temporarily closed to shipping, while appropriated for experiments or practice from guns and torpedoes, yellow cask or barrel buoys, fitted with small pendants, will be used.

CHAPTER II.

Page 11.—Cape Matapan.—Line 3 of paragraph: *For* "3" *read* "4."

Latitude in margin should read "36° 23′ N."

Page 12.—Latitude in margin should read "36° 23′ N."

Page 13.—Latitude in margin should read "36° 24′ N."

Chart 3372, Gulf of Lakonikos.

Page 17.—Mulaos point.—Light.—A *fixed red* light is situated on the head of mole on eastern side of Mulaos point; it is shown at an elevation of 30 feet, on an iron column above a hut, and is visible 6 miles.

Chart 1685, Venetiko island to Spezzia island.

Page 29.—Port Ieraka.—A church, which forms a useful mark when making Port Ieraka, is situated on the summit north-west of Cape Vathi.

Chart 1308, Head of Gulf of Nauplia.

Page 32.—Line 4: *After* "Custom-house" *insert* "which has recently been lengthened, and a channel to the quay has been dredged to a depth of about 21 feet."

Buoy.—*Omit* this paragraph.

Chart 1525, Hydra bay, Spezzia, &c.

Page 36.—Spezzia.—Spezzia light has been altered to a *white occulting* light *every five seconds*, elevated 98 feet, and visible 15 miles.

CHAPTER III.

Chart 1525, Hydra bay.

Page 38.—Disaki island consists of two separate parts, cut through at the narrowest place.

Page 42.—Hydra bay.—*After* "already named," at the end of paragraph, *insert* "and a shoal off Supia island."

Shoal.—At a distance of 4½ cables, S. 68° W., from the south-west point of Supia islet, is a rocky shoal, about 30 yards in extent, with 2½ fathoms of water on it, and deep water around, with depths of 10 to 12 fathoms for a distance of 2 cables between it and the shore.

Plan 1517, Poros island.

Page 45.—Port Pogon.—The anchorage, as affording the best holding ground, is situated with Obelisk point bearing E.S.E., distant about 2½ cables.

Light.—Dana point light has been altered to a *white occulting* light *every five seconds*, visible 14 miles.

Plan of Ægina on 1816.

Page 48.—Lights.—*After* "mole at Ægina," at end of paragraph, *add* "and a *green fixed* light, visible in clear weather from a distance of 6 miles, is shown at an elevation of 25 feet on the head of the south-eastern mole."

Chart 1514, Ægina and Methana.

Page 49.—Moni island.—Light.—On the west extreme of Moni island, a *group flashing* light, showing *two* flashes *every seven and a half seconds*, with *white*, *red*, and *green* sectors, is shown at an elevation of 75 feet, from a white iron tower, 21 feet high, over a square house. The *white*, *red*, and *green* lights are visible 13, 11, and 10 miles, respectively.

Page 50.—Chart 2021 has been withdrawn.

Chart 1367, Corinth bay and isthmus.

Pages 51 and 52.—Corinth canal is the shortest way for vessels sailing from the Adriatic sea and ports of Austria, France, and Italy, to the Ægean sea and ports of Turkey, Roumania, Russia, and Asia Minor. The prevailing winds in the canal are north-west (or in the direction of the canal), next follows an east wind, and lastly north. These require much attention when entering from the Poseidonia side. All ships towed must furnish their own hawsers.

Current signals.—The following signals are shown from the flagstaff at each end of the canal:—

In the daytime two triangular white flags, at night a *red* light over a *white* light, signify that the current follows the same direction as the entering ship.

In the daytime a triangular white flag, at night two vertical *red* lights, signify that the current is opposite to the direction of the entering ship.

No current signal at all at the flagstaff signifies that there is no current.

Chart 1513, Athens to the Isthmus of Corinth.

Page 53.—Megara bay.—Anchorage may be obtained north-eastward of Paki island, but the water is deep. Pakiaki is joined to the mainland by a causeway, alongside which steamers lie.

Plan 894, Salamis strait and Georgio channel.

Page 55.—Buoys.—The Georgio channel is marked by three conical buoys on each side.

Plan [illegible], Poros island.

Page 45.—Port Poson.—The anchorage, as [illegible] the best holding ground, is situated with [illegible] point bearing N. [illegible] E., distant about 2½ cables.

Light.—Dana point light has been altered to a *white occulting* light *every five seconds*, visible 11 miles.

Plan of Ægina [illegible] 1816.

Page 48.—Lights.—*After* "mole at Ægina," at end of paragraph, *add* "and a *green fixed* light, visible in clear weather from a distance of 6 miles, is shown at an elevation of 25 feet on the head of the south-eastern mole."

Chart 1513, Ægina and Methana.

Page 49.—Moni island.—Light.—On the west extreme of Moni island, a *group flashing* light, showing *two flashes every* [illegible] *and a* [illegible] with *white*, *red*, and *green* sectors, is shown at an elevation of 75 feet, from a white iron tower, 24 feet high, on a square house. The *white*, *red*, and *green* light are visible 15, 11, and 10 miles, respectively.

Page 50.—[illegible] has been withdrawn.

Chart [illegible], Corinth [illegible].

Pages 51 and 52.—Corinth canal is the [illegible] route for vessels sailing from the Adriatic and ports of Austria, France, and Italy, to the Ægean sea and ports of Turkey, Roumania, Russia, and Asia Minor. The prevailing winds in the canal are north-west in the [illegible] portion of the canal, [illegible] east wind [illegible]. These require much attention when entering from the P[illegible] side. All ships must pass through the canal under their own [illegible].

Current signals.—The following signals are shown from the flagstaff at each end of the canal.

In the daytime two triangular white flags, at night a *red* light over a *white* light, signify that the current follows the same direction as the entering ship.

In the daytime a triangular white flag, at night two vertical *red* lights, signify that the current is opposite to the direction of the entering ship.

No current signal at all at the flagstaff signifies that there is no current.

Chart [illegible], Athens to the Isthmus of Corinth.

Page 53.—Megara bay.—Anchorage may be obtained to the eastward of Paki island, but the water is deep. Paki is joined to the mainland by a causeway, alongside which steamers lie.

Plan [illegible] and [illegible] channel.

Page 55.—Buoys.—The [illegible] channel is marked by three pairs of buoys on each side.

Plan 1520, Peiræus and Phalerum bay.

Page 56.—Peiræus.—Docks and repairing facilities.—There are two dry docks—one floating dock at Salamis (distant some 7 miles), the property of Government, and capable of lifting 3,000 tons, and a marine railway dock, situated at the harbour entrance. The latter dock is of the more modern type, and is capable of lifting a ship of 4,000 tons. The workshops attached are fitted with the latest plant. The two dry docks under construction by the Harbour Board are nearly completed. There are seven engineering and repairing shops established, and of these three are of importance, and capable of carrying out almost any class of marine work.

Page 57.—Peiræus.—Breakwaters.—The northern breakwater has been repaired.

Saluting battery spit.—*Omit* paragraph.

Lights.—*Omit* first three lines of paragraph, and *substitute*: "About 22 yards from the extremity of King George I. (Themistocles) breakwater, two *green fixed* lights, placed vertically, are shown, the upper one being 40 feet above the sea. Ships should pass at not less than 44 yards from the said lights, in order to avoid the end of the breakwater."

Harbour works.—*Erase* "The length of the docks, &c.," and *substitute*: "The lengths of the docks are to be 462 and 323 feet, widths 69¾ and 51 feet, depths 29 and 26 feet, respectively. There is a slip capable of taking a vessel of 3,500 tons, and four floating cranes, one at least capable of lifting 10 tons."

Erase "constructing," and in the second paragraph *erase* "to be."

Pages 57 and 58.—*Alter* the names of "Cape Themistocles" and "Cara Krakari" to "King George I." breakwaters.

Page 59.—Port Castela.—Light.—A *green fixed* light is established on the north side of the entrance to the port.

Pier.—On the western side of Port Castela is a stone pier about 100 feet long.

Landmarks.—*Add* to paragraph "and a conspicuous white house about midway between Cape Colias and Kosma point." *Erase* "Two houses with conspicuous turrets," to end of paragraph.

Anchorage.—H.M.S. *Aboukir* reported in 1910 the best anchorage to be S. ½ W. from Actaeon hotel, distant 8 cables. To the eastward the ground is hard, and the ship dragged.

Chart 1513, Athens to the Isthmus of Corinth.

Page 60.—Kosma point.—At a distance of about 2¾ cables, S. 68° W., from the south-western extreme of Kosma point, is a rock with 5 feet of water on it.

Plan of Port Mandri, &c., on 1526.

Page 62.—Wreck.—*Erase* paragraph, and *substitute*:—

The wreck of s.s. *Solano* has been removed, but an examination of the site of the wreck shows that some portions remain, over which the depth is 27 feet.

Coal and supplies.—*Substitute*: "Coal can be supplied at the Port of Lavrion, in Ergasteria bay, and can be loaded at the rate of 100 tons an hour. There are also machinery workshops capable of undertaking repairs to ships."

Plan of Mandri channel on 1526.

Page 63.—Vrisaki point light.—The light is an *occulting* light, with *white* and *green* sectors, *every four seconds*, showing light *three seconds* and eclipse *one second*. The *white* light is visible 14 miles, and the *green* light 10 miles. The elevation is 72 feet.

Plan of Port St. Nikolo on 1526.

Page 65.—Port St. Nikolo.—Light.—A *fixed green* light, known as St. Savvas light, has been established on the southern entrance to the port; elevated 66 feet, visible 5 miles, but obscured by the land when bearing northward of S. 74° E.

Coal.—*Omit* paragraph.

Plan 1788, Petali islands and anchorages.

Page 68.—Phundo islet.—Light.—On the south extreme of Phundo islet, a *red occulting* light *every three and a half seconds*, is shown at an elevation of 16 feet from a white iron tower.

Chart 1597, Petali gulf.

Page 70.—Dipsa rock.—Light.—From a white iron tower on the summit of Dipsa rock, is exhibited, at an elevation of 56 feet, an unwatched *flashing white* light *every three and a half seconds;* it is visible 9 miles.

Page 71.—Aliveri bay.—A *fixed red* light is shown at the end of the pier.

Plan 2802, Town and Strait of Euripo.

Page 72.—Burj channel.—Light.—At Avlide, opposite Burj spit, a *white occulting* light *every five seconds*, is shown at an elevation of 30 feet, visible 10 miles.

Light-buoy.—A light-buoy, showing a *flashing white* light *every three seconds*, is moored in a depth of 3 fathoms off the end of Burj spit.

The bank off the mouth of the stream situated about 3 cables south-eastward from Burj point, is reported to have extended about 1½ cables to the south-westward.

On top of page *erase* "2602" and *substitute* "2802."

Page 62.—Wreck.—

Coal and supplies.—

Page 63.—Trussell point light.—

Page 65.—Fort St. Nicolo.—Light.—

Coal.—

Page 68.—Fronzino inlet.—Light.—

Page 70.—Dipsa rock.—Light.—

Page 71.—Alvert bay.—

Page 73.—Long channel.—Light.—

Light-house.—

Plan 2802.

Page 74.—Bridge.—*Omit* from "The bridge is also opened, &c.," to end of paragraph, and *substitute*: "The Euripo-Athens railway section being now opened to traffic, it may happen that a ship must wait a long time for the opening of the bridge. As the current in the strait may attain 7, and in stormy weather 8½, miles, it is advisable to anchor before entering the narrow channel, and not approach the passage till after the opening of the bridge."

CHAPTER IV.

Chart 1665, Mityleni island, &c.

Page 82.—Mityleni.—Population.—Trade.—In 1913, Mityleni was reported to have a population of 500,000. The trade products consisted of olive oil, soap, gums, sponges, oranges and lemons, cereals, hides, and skins.

Rainfall.—The rainfall during the year 1912 averaged 29·02 inches.

Page 92.—Shipping.—*Erase* paragraph, and *substitute*: "In 1909, 12 steam vessels, of 49,170 tons, and 884 sailing vessels, of 19,400 tons, entered the Port of Dikili; of these 6 steam vessels, of 25,000 tons, were British.

Plan 1672, Mosko-nisi, &c.

Page 95.—Shipping.—*Erase* paragraph, and *substitute*: "In 1909, 676 steam vessels, of 95,032 tons, and 1,570 sailing vessels, of 22,492 tons, entered the Port of Aivali; of these one steam vessel, of 800 tons, was British."

Plan 1661, Port Mudros.

Page 99.—Light.—Kombi island.—A *group flashing white* light, showing *two* flashes *every five seconds*, is shown from a white masonry tower on the summit of the island, elevated 187 feet, and visible 15 miles.

Light.—Sangrada point.—A *flashing white* light, *every three seconds*, has been established on the extremity of Sangrada point; it is elevated 31 feet, and visible 5 miles.

Telegraph.—Port Mudros.—A telegraph station has been established, and is open to traffic.

Page 103.—Middle pass.—Leading mark should now read: "The seventh from the left of twelve mills appears in line with the extremity of Kaloyeraki point, bearing N. 29° E.," &c.

Plan of Kastro on 1891.

Page 104.—Light.—Kastro.—A *flashing white* light *every three seconds*, has been established on the western extremity of the outer wall of the castle; the elevation is 243 feet, and the light is visible 10 miles.

Chart 1659, Lemnos.

Page 106.—Cape Plaka.—Lights.—On a white masonry tower, 74 feet in height, about 1½ cables within the north-east extremity of the cape, are situated two lights. The main light is a *group flashing white* light, *three* flashes *every ten seconds*, elevated 164 feet above sea level, and visible 19 miles. The auxiliary light is a *fixed red* light, elevated 105 feet, visible 15 miles over Kharos bank, between the bearings of 301° (N. 55° W. mag.) and 346° (N. 10° W. mag.).

Chart 1599, Cape Eski Stambul to Kum Kali.

Page 108.—Tenedos island.—Light.—The light is situated on the southern headland of Ponente point.

Page 114.—Yeni Shehr bank.—Buoys.—The two red and white buoys have been removed.

Chart 2429, Dardanelles.

Page 115.—Dardanelles.—Regulations for navigation.—The following regulations have been issued for the guidance of masters of vessels passing through the Dardanelles, and conducted by a pilot vessel:—

1. The firman launch is situated between Nagara and Bokali Kalessi lighthouses: the firman will be issued there.

2. Vessels which are not provided with a firman must not cross the line between the above-mentioned lighthouses.

3. All vessels must hug the European shore and keep clear of the Asiatic shore of the strait.

4. All vessels, whether inward or outward bound, must pass as close as possible to a buoy marking a shoal near Kilid Bahr lighthouse.

5. Any vessel which sees that the vessel next ahead of her is deviated from her course by the current must avoid following her, and keep a proper course.

6. All vessels outward bound, wishing to call at Chanak (Dardanelles), must, when leaving, proceed to Maitos to meet the pilot vessel. Vessels inward bound, wishing to call at Chanak (Dardanelles), must first proceed to Maitos, maintaining their position in the line, and will proceed from thence to Chanak.

7. Vessels bound for Constantinople are absolutely prohibited from stopping near the buoys; they must wait off Khelia liman to obtain pratique.

Page 115 continued. Chart 2429.

Light.—Kum Kale.—On the north-western angle of Kum Kale a *red flashing* light is exhibited at 29 feet above the sea. The light is shown from a staff on a white house, and is visible 6 miles.

On the top margin of page *alter* "longitude 29° 12′ E." *to* "26° 12′ E."

Caution with regard to mines.—Mariners are informed that mines still exist in this neighbourhood, and great caution should be exercised when approaching or leaving the ports.

Page 116.—*Expunge* from "should" in line 19 to "and" in line 20.

Line 23: *Expunge* "Should the buoys not be seen."

Page 117.—Light.—Seddul Bahr.—On the south point of the fortress of Seddul Bahr, Cape Greco, is a white house with a white iron framework, 24 feet in height. From this structure is shown a *flashing green* light *every three seconds*, at an elevation of 36 feet above the sea, and visible 5 miles.

Chart 1087, Thaso island to Dardanelles.

Page 120.—Imbros island.—South coast.—*Add* to paragraph: "In 1909 H.M.Ss. *Bacchante*, *Lancaster*, and *Suffolk* anchored to southward of lake near Cape Aliki, in 10 fathoms of water, with Cape Aliki, bearing N. 35° E., 6-foot rock, N. 65° W., and point in line with Coja chemen dogh, N. 65° E. From this position the house with red roof was shut out by the higher land near Cape Aliki."

CHAPTER V.

Chart 1556, Gulf of Volo.

Page 132.—Atalanti island.—Light.—The approximate position is lat. 38° 41′ N., long. 23° 7′ E.

Vromo Limni point.—Light.—From a white iron tower with a red band on Vromo Limni point, is shown at an elevation of 19 feet, an unwatched *flashing* light *every two seconds*, with *white* and *red* sectors; the *white* and *red* lights are visible 9 and 8 miles, respectively.

Page 133.—Strongilo islet.—Light.—*Erase* last four lines of page, and *substitute*: "A *fixed* light, with *white* and *red* sectors; *red* light visible 12 miles, *white* 16 miles."

Page 134.—Lamia gulf.—Zeitun or Stylida.—The south shore is reported to be extending.

Note.—No. of chart at top of page should be "1556," *not* "1536."

Page 115 continued. Chart 2429.

Light.—Kum Kale.—On the south-western angle of Kum Kale a *red flashing* light is exhibited at 29 feet above the sea. The light is shown from a staff on a white house, and is visible 6 miles.

On the top margin of page *alter* "longitude 29° 12′ E." to "26° 12′ E."

Caution with regard to mines.—Mariners are informed that mines still exist in this neighbourhood, and great caution should be exercised when approaching or leaving the ports.

Page 116.—*Expunge* from "should" in line 19 to "and" in line 20.

Line 23: *Expunge* "should the buoys not be seen."

Page 117.—Light.—Seddul Bahr.—On the south point of the fortress of Seddul Bahr, Cape Greco, is a white house with a white iron framework, 24 feet in height. From this structure is shown a *flashing green* light every *three seconds*, at an elevation of 36 feet above the sea, and visible 5 miles.

Chart [illegible], [illegible] island to Dardanelles.

Page 120.—Imbros island.—South coast.—*Add* to paragraph: "In 1900 H.M.S. [illegible], [illegible], and [illegible] anchored to southward of lake near Cape Aliki in 10 fathoms of water, with Cape Aliki bearing N. 33° E., 8-foot rock, N. 42° W., and point in line with Koja chetmeh dagh, N. 63° E. From this position the house with red roof was shut out by the higher land near Cape Aliki."

CHAPTER V.

Chart 1556, Gulf of Volo.

Page 132.—Atalanti island.—Light.—The approximate position is lat. 38° 41′ N., long. 23° 7′ E.

Vromo Limni point.—Light.—From a white iron tower with a red band on Vromo Limni point, is shown at an elevation of 56 feet, an unwatched *flashing* light every *two seconds*, with *white* and *red* sectors; the *white* and *red* lights are visible 9 and 5 miles respectively.

Page 133.—Strongilo islet.—Light.—*Erase* last four lines of page, and *substitute*: "A *fixed* light, with *white* and *red* sectors; *red* light visible 12 miles, *white* 16 miles."

Page 134.—Lamia gulf.—Zeitun or Stylida.—The [illegible] is reported to be extending.

[illegible]

Page 134 continued. Chart 1556.

Buoys and beacons.—*Erase* paragraph, and *substitute*: The entrance to the channel is marked by two light-buoys, showing a *green fixed* light on the starboard side and a *red fixed* light to port. Inside the port are four beacons, on stakes, marking the edge of the shallow water. On the quay at the head of the port is a *green fixed* light, showing a *white* sector over the entrance to the channel. Ships entering should be in this *white* sector to pass between the two light-buoys at the entrance.

Page 137.—Argiro nisi light.—This is an *alternating flashing white* and *red* light *every five seconds* (*white* flash, *one-tenth second;* eclipse, *four and nine-tenths seconds; red* flash, *one-tenth second;* eclipse, *four and nine-tenths seconds*).

Oreos shoal.—Latitude in margin should read "38° 57′ N."

Beacon.—*Erase* paragraph.

Light.—On the centre of Oreos shoal, from a white iron column with a red band, is exhibited, at an elevation of 21 feet, an unwatched *flashing white* light, *every three and a half seconds;* it is visible 7 miles.

Chart 2048, Skyros island.

Page 140.—Light.—*Omit* "on account of damage by earthquake, &c.," to end of paragraph. The light is again working regularly.

Valaxa island.—Light.—On Latomeio point, from a white iron tower with a red band, is exhibited, at an elevation of 59 feet, an unwatched *flashing white* light *every three and a half seconds;* it is visible 10 miles.

Page 141.—Linaria.—Light.—On the eastern shore of Linaria cove, at a distance of 3½ cables, S. 38° W., from the south extreme of Psarina point, a *fixed white* light, with *green* sector, is visible 6 miles, and elevated 75 feet. The *green* light shows only over Linaria anchorage. The light is obscured over the land towards the north-east.

Plan of Port of Volo on 1196.

Page 147.—Port of Volo.—The least depth on the bank south-eastward of Cape Sesklo is 5¼ fathoms.

Breakwater.—The breakwater has been completed, the outer arm being 860 yards long, and the buoys have been removed.

Light.—*Erase* the whole paragraph, and *substitute*: "A *green fixed* light has been established at its outer end."

Plan of Skiathos harbour on 1196.

Page 149.—Praso nisi.—Light.—From a white iron tower on Praso nisi is exhibited, at an elevation of 33 feet, an unwatched *flashing white* light *every three and a half seconds;* it is visible 9 miles.

Page 149 continued. Plan on 1196.

Skiathos harbour.—Light.—A *fixed red* light is shown from a white columnar structure, 25 feet high, and surrounded by a red brick wall in the centre of the 15-foot islet off Skiathos. The light is elevated 40 feet above the sea, and is visible 5 miles.

Page 159.—Boundary.—*Expunge* paragraph.

Plan 2070, Saloniki bay.

Page 162.—Vardar bank light-vessel has been withdrawn.

Light-buoy.—A light-buoy, painted in black and white bands, and showing a *white flashing* light, is moored about half a mile off Vardar point.

Page 163.—Saloniki harbour.—The entrance has a depth of 26 feet.

The entrance to the harbour is prohibited at night.

Quays.—The length of the main wharf is 580 yards, with a depth alongside of 16 to 19 feet. The lengths of the arms are 220 yards, with a depth of 16 to 19 feet alongside the west mole and 25 feet alongside the east mole. There is mooring accommodation alongside the quays and in the basin for about 20 steamers. There are five travelling steam cranes, one of 15 tons capacity, one of 5 tons, and three of 2 tons.

Chart 1086, Gulf of Kassandra to Thaso and Lemnos islands.

Page 175.—Panagia island.—The island lies about 4½ miles S. by E. from Hamidieh, off the south point of Thaso island. It rises steeply, and is with difficulty accessible, the only landing place being in a small bay on the south side of the island. An isolated rock, 25 feet high, is situated off the S.E. point. The island is now uninhabited, but birds and rabbits live there, and the bay is rich in fish.

Page 176.—Thaso island, with its elevation and coast projections, especially Cape Kephalo and the small island of Panagia, south of the island, forms several landmarks.

The best anchorage is in the vicinity of the pier, in about 6 to 9 fathoms.

There are no lights nor pilots, but two steam tugs exist, a steamer and a motor-boat. They serve specially for towing lighters, but the steamer goes twice weekly to Kavala for mails.

Quarantine and Customs.—A ship is boarded on arrival; a certificate of health is demanded, but otherwise formalities are fairly simple.

Roadstead and landing.—The roadstead is open, and lies entirely unprotected from south to west-south-west winds, and with stormy winds from these directions it is advisable to leave the roadstead. Northerly winds, however, prevail, and ships lie well upon the roadstead. The coast is steep-to.

Page 176 continued. Chart 1086.

Pier.—An iron pier is built into the sea near the steep coastal declivity, where the mining establishments are situated. It serves specially for shipping ore into lighters, by means of which the ore is brought on board the sea-going ships. The pier is connected with the sheds for the storage of ore by a railway line. The ore is brought on tipping wagons to the shoots, and thence to the lighters, each of 12 to 10 tons capacity. The transfer of cargo goes fairly quickly in good weather.

Communication with the land is maintained by ships' boats.

Fresh provisions can be obtained as a rule, but no other ships' requirements.

Small works of repair can be carried out in case of necessity by the Mining Company.

Water can be obtained from the Mining Company in small quantities, but this must be drawn by the ship's boats.

Coal cannot be obtained.

Botos bay, which bounds Kastro bay to the south-east, finds some protection from southerly winds. Anchorage in 7 fathoms.

Hamidieh harbour.—Hamidieh, formerly called Kastro, lies on the S.W. coast of Thaso island. It is a chief shipping place for ore, which is obtained to north-east of the village from mines lying close to the coast. The whole mining establishment is in German hands.

The village of Hamidieh lies in the low land immediately on the shore, where also the hinterland gradually ascends. To this flat shore is attached to eastward a steep wall of rock, projecting southward, upon which the office of the firm stands, and is visible at a distance. Further eastward this wall recedes and forms a small bay, on which there is a steep slope, where the mining establishments are situated. To the east of the mining establishment on the highest hill stands a conspicuous powder-house.

Sotiros.—A village called Sotiros is situated on the north-west coast of Thaso island, and connected by a railway with Cavamith. A pier is situated there, for loading ore from sheds, off which vessels can anchor within 2 cables.

For ships coming from the south-west the mines and railway lines are easily recognised.

The shoals on the coast between Cape Kephalo and Sotiros are easily recognisable by the light green colouring of the water. The roadstead is protected against south and east winds.

Drinking water can be obtained in very small quantities, otherwise nothing is to be obtained, and ships' own boats communicate with the pier.

CHAPTER VI.

Plan of Psara island on 1891.

Page 178.—Psara island.—Light.—On Kokino pulo, about 220 yards from the extremity of the point, on a white circular tower, 39 feet in height, is a *flashing white* light *every five seconds*, at an elevation of 246 feet; visible 20 miles in clear weather.

Plan of Port Scio on 1645.

Pages 182 and 183.—Port Scio.—Khios island.—Lights.—*Erase* both paragraphs, and *substitute*:—

Light.—North mole.—On the outer end of the mole, at an elevation of 29 feet, is a *fixed* light, showing *green* seaward and *red* over the port.

From the south end of the fort two *red fixed* lights, placed vertically, are shown.

Light.—South mole.—On the outer end of the mole, at an elevation of 29 feet, a *fixed* light, showing *red* seaward and *green* over the port; visible 3 miles.

Page 183.—Trade.—In 1912 the total imports of Scio amounted to £203,250, and the exports to £191,400.

Chart 1617, Vourlah road.

Page 193.—Clazomenæ islet.—Buoy.—A red buoy is situated at the entrance to the Port of Lazaret de Clazomenæ, on the western side of this islet.

Plan 1522, Smyrna harbour.

Page 197.—Pelican spit.—Light-vessel.—*Erase* paragraph, and *substitute*:—

Light-buoy.—A light-buoy, cylindrical in shape, with framework superstructure, painted in black and white horizontal bands, exhibiting a *flashing white* light *every five seconds*, is moored off Pelican spit. Ships should pass south of this buoy.

Page 198.—Sanjak spit.—Light-vessel.—*Erase* paragraph, and *substitute*:—

Light-buoy.—A light-buoy, cylindrical in shape, with framework superstructure, painted in black and white horizontal bands, exhibiting a *flashing white* light *every five seconds*, is exhibited off Sanjak spit.

Light-boats.—The channel northward of Yeni Kale is now marked by two small light-boats, each showing a *red flashing* light *every three seconds*.

Vessels must pass between the light-boats.

Smyrna harbour. — Submarine mining. — A submarine minefield has been laid down in Smyrna harbour in the vicinity of Fort Yeni Kale. Masters of vessels are warned that they must not anchor or stop in this part of the harbour.

Plan 1522.

Page 199.—Smyrna harbour.—Beacons.—On the northern side of the harbour, in a depth of 3 fathoms, at a mile north-eastward of Sanjak spit, a black beacon, with conical topmark, and 14 feet high, has been erected. On the southern side of the harbour, in 3 fathoms, at a distance of 2 cables northward of Jackal point, is a red beacon with spherical topmark.

Page 200.—Directions.—For the guidance of vessels entering the harbour a white buoy, carrying a board marked "S," has been established southward of Yani Khediz spit, at a distance of 5½ cables, S. 22° E. from the light-buoy; and a similar buoy, for the guidance of vessels leaving the harbour, has been established at a distance of 10¼ cables, S. 70° E. from the same light-buoy.

Vessels entering the port must stop and wait for the pilot boat at the outer white buoy, and those leaving the port must stop and wait for the pilot boat at the inner white buoy.

Between the white buoys are five red conical buoys, four in line, in an easterly and westerly direction, numbered from seaward "5," "4," "3," and "1," respectively, and one, northward of them, marked "2."

Vessels escorted by the pilot boat must keep at a distance of not more than one cable from her, or from the vessel immediately ahead of them, and must follow as far as possible the exact course of the pilot boat or of the vessel immediately ahead of them, and must in no case attempt to pass the vessel ahead of them.

Vessels coming up and wishing to join the line of vessels under escort can only do so when, in the case of inward-bound vessels, the pilot boat has not reached the second red buoy from seaward (No. 4), and, in the case of outward-bound vessels, when the pilot boat has not passed the inner red buoy (No. 1). If the pilot boat has passed either of these points, vessels are strictly forbidden to join the line under escort, and those attempting to do so will be fired upon by the shore battery.

Vessels when fired upon must stop immediately, and if near the red buoys must go back and await the return of the pilot boat.

Vessels must obey the signals given by the pilot boat, and answer them by International code.

Plan of Smyrna on 1521.

Page 201.—Smyrna.—Population.—The vilayet of Smyrna was reported to be about 2,500,000 in 1913; the chief town, Smyrna, about 350,000.

Page 201 continued. Plan on 1521.

Trade products.—Raisins, figs, cereals, grain, opium, valonia, liquorice, cotton, olive oil, tobacco, carpets, wool, emery, skins, fruits, and cattle.

Rainfall.—The average annual rainfall is 30 inches.

Page 202.—Shipping.—*Erase* paragraph, and *substitute*:—

In 1912, 2,448 steam vessels, of 2,210,049 tons, and 2,587 sailing vessels, of 43,988 tons, entered the Port of Smyrna; of these 211 steam vessels, of 392,114 tons, and 2 sailing vessels, of 152 tons, were British.

Coal.—*Add* to paragraph: "In recent years considerable preference has been shown for Turkish coal, *i.e.*, coal from the mines of Heraclea and district, of which 77,440 tons were imported in 1908, as compared with 45,805 in 1906. Cheapness principally accounts for the preference shown to the native fuel, but the quality of the coal has steadily and greatly improved of late years."

Chart 2836a, Grecian archipelago.

Page 210.—Samos.—Trade.—*Erase* paragraph, and *substitute*:—

In 1912 the imports amounted to about £290,000, and the exports £240,000.

Shipping.—*Erase* paragraph, and *substitute*:—

In 1912, 1,343 steam vessels, of 482,999 tons, and 3,220 sailing vessels, of 30,970 tons, entered and cleared the ports of Samos; of these 12 steam vessels, of 13,374 tons, and 4 sailing vessels, of 117 tons, were British.

Communication.—There is frequent communication by various lines of steamers, and a post-office is established.

Plan of Port Tigani on 1878.

Page 211.—Port Tigani.—Lights.—A *fixed red* light, elevated 30 feet, is situated on the extreme of the breakwater.

A *fixed green* light is situated on the southern extreme of the mole, on the eastern side of the inner harbour. It is also elevated 30 feet.

Lights.—The light on Glykora point has been expunged from above plan, as its correct position falls outside. Chart 1530 should be marginally noted with the position of lat. 37° 41½′ N., long. 26° 59′ E.

Chart 1530, Strait of Samos.

Page 213.—Breakwater.—*Erase* "295 feet" and *substitute* "370 feet."

Erase "and a mole on Malagari point," and *substitute*: "There are three wooden piers for discharging cargo on the south side of Malagari point. Sand can be obtained on the south side of the point."

Page 213 continued. Chart 1530.

Water.—*Erase* paragraph, and *substitute*:—

Water is supplied by hose over the quay into lighters or ship's boats.

Chart 1867, Nikaria island.

Page 214.—Nikaria.—Temporary anchorages.—In 1909 H.M.S. *Bacchante* anchored in Armenisti bay, 5½ cables, N. 18° W., from Yediskari island (6 feet high), in 17 fathoms. From this position the water shoaled very gradually towards the shore, the 10-fathom line being 3½ cables from the ship.

CHAPTER VII.

Plan 3691, Suda bay anchorage.

Page 224.—Anchorage.—*Erase* "red tower," and *substitute* "red mound." This still remains a good distinctive mark.

The minaret of the mosque at Azizieh village, at the head of the bay, has fallen down, and cannot now be seen.

Chart 1658.

Page 225.—Margin: *For* "165" *read* "1,658."

Coal.—*Add* to paragraph "and one 50-ton lighter."

Plan 1555, Anchorages near Cape Sidero.

Page 236.—Cape Sidero.—Light.—Cape Sidero light is visible 16 miles.

CHAPTER VIII.

Chart 2051, Milo, &c.

Page 250.—Skala.—There is a good landing pier at Skala, and the church is very conspicuous.

Page 252.—Polino island.—Light.—*For* "18 miles" *substitute* "28 miles"; *for* "N. 18° W." *substitute* "N. 21° W."

Plan of Serpho on 1817.

Page 254.—Port Livadhi.—Light.—A *fixed red* light, elevated 35 feet, is erected on an iron hut with iron column, and situated on the point south-eastward of Livadhi village. The light is visible 5 miles.

Plan of Thermia on 1817.

Page 256.—Port Merika.—*After* line 3 *insert*:—

Light.—On the western extremity of the northern entrance point of Port Merika is a *fixed* light, with *red* and *green* sectors, at an

Page 256 continued. Plan on 1817.

elevation of 75 feet, on a rectangular masonry tower above the light-keeper's dwelling; *red* light visible 8 miles, *green* light 6 miles. For sectors of light, *see* Light list and charts.

Chart 1542, Syra island.

Page 257.—Aspro islet.—Buoy.—Aspro islet buoy is painted red and white.

Plan of Syra harbour on 1542.

Page 259.—Syra harbour.—Lines 4-6: *Erase* "the mole is being extended, &c.," *substituting*: "The mole has been extended to 430 yards, and provides excellent shelter in bad weather."

Line 24: *Erase* "20 feet," *substituting* "20 yards." There are no bollards on the extension of the mole.

Lights.—The old light-structure is abandoned, and the two *red fixed* lights are hoisted from a temporary structure 56 feet from the outer end of the breakwater.

Page 260.—Patent slip.—*Erase* "this slip has taken up, &c.," *substituting* "This slip is capable of taking all classes of vessels up to 2,500 tons. *See* Appendix."

Chart 1815, Tinos island.

Page 263.—Livada point.—Light.—On the extremity of Livada point, on a rectangular masonry tower above the light-keeper's dwelling, is an *occulting white* light *every six seconds*, at an elevation of 135 feet, and visible 17 miles.

Page 264.—Port Panormos.—Beacon.—On a bank in the harbour of Panormos, at a distance of half a mile to the westward of the south point of Planumi island, there is a stone-built column in the form of a truncated cone on a circular base. This port must not be mistaken for that of the same name on the adjacent island of Mykoni.

Page 266.—Dili strait.—*Erase* from "The passage" to "10 feet draught," and *substitute*: "Owing to the deposit of material from excavations being carried on in the vicinity, a barrier is gradually being formed across the passage between Delos island and Rematia islet. This channel is therefore no longer available for navigation."

Page 267.—Mykoni island.—Light.—Cape Armenisti light has been altered to a *fixed* and *group flashing white* light, showing a group of *five* flashes *every minute*.

Chart 1732, Naxos island.

Page 273.—Naxia bay.—Harbour works.—Important harbour works have recently been executed in the Port of Naxia. A jetty 460 yards long runs from Bacchus island to the south-west, and another jetty, 132 yards long, runs towards the north-west from the point to the west of St. George's church. Bacchus island is now joined to the coast by a jetty on which railway lines are placed.

Page 273 continued. Chart 1732.

The quay of the port has undergone important modifications, and others are projected. The depths of the port have been increased.

Chart 2753, Islands of Polykandro, Skios, and Nio.

Page 280.—Nio island.—Light.—*Add* to paragraph "and is situated about 130 feet from the extremity of Cape Phanari, on a turret over a white hut."

CHAPTER IX.

Plan of Ports of Rhodes on 1667.

Page 288.—Port of Rhodes.—Buoy.—A mooring buoy is anchored in the southern harbour, about one cable, S. 80° W., from St. Angelo tower, for torpedo craft.

Khatar rocks.—*Erase* "or the fourth windmill open of Lazaretto point, N. 64° W."

Page 289.—Trade.—*Erase* "The value of exports, &c.," and *substitute* "The value of exports in 1912 was £29,400, and £18,700 from the Anatolian coast. The value of imports during the year 1912 was £194,000."

Shipping.—*Erase* paragraph, *substituting*: "In 1912, 572 steam vessels, of 528,490 tons, and 726 sailing ships, of 8,000 tons, cleared the port, of which 32 steam vessels, of 55,592 tons, and two sailing ships of 104 tons, were British.

Chart 1888, Stampalia island.

Page 297.—Communication.—Landing is prohibited during the night from any ship.

Plan 387, Port Maltezana.

Page 298.—Agio Kyriaki.—On the bank next southward of Oxo Xera shoal, at a distance of $10\frac{6}{10}$ cables, S. 15° E., from Agio Kyriaki church, is a shoal of 4 fathoms. The depths over this bank are very uneven, and it is unadvisable to anchor upon it even temporarily.

Plan on 1889, Livitha islands.

Page 327.—Lights.—Line 10: *For* "a distance of 10 miles" *substitute* "a distance of 17 miles."

Chart 1537, Furni islands.

Page 339.—*After* line 36 *insert*:—

Alazo nisi.—Rock.—A rock, with $2\frac{1}{2}$ fathoms of water on it, lies on the eastern edge of the 13-fathom bank 4 cables, S. 65° W., from the western extreme of Alazo nisi.

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APPENDIX I.

Particulars of Dry Docks, Patent Slips, &c.

Port.	Name of Dock.	Length.		Breadth of Entrance.	Depth at H.W.O.S.		Lifting Power.	Date Built.	Remarks.
		On Blocks.	Over all.		On Sill.	On Blocks.			
		Feet	Feet	Feet	Feet	Feet	Tons		
Peiræus	No. 1 Dock	462	484	69¾	29	29	—	—	
	No. 2 Dock	323	343	51	26	26	—	—	
	Patent Slip ..... (Bassiliade's Works).	336 (cradle)	—	—	Forward Aft	16 21	3,500	1907	
Salamis	Government Floating	—	311	59	—	21	3,000	1885	
Syra	Patent Slip ..... (Forges et Chantiers Co.).	314 (cradle)	—	—	Forward Aft	12 16	2,500	—	
	Ditto	180 (cradle)	—	—	Forward Aft	10 14	600	—	

APPENDIX I.

Particulars of Dry Docks, Patent Slips, &c.

Port	Name of Dock	Length: On Blocks	Length: Overall	Breadth of Entrance	Depth at H.W.O.S.: On Sill	Depth at H.W.O.S.: On Blocks	Lifting Power	Date Built	Remarks
		Feet	Feet	Feet	Feet	Feet	Tons		
Piraeus	No. 1 Dock	462	[illegible]	69½	29	29	—	—	
	No. 2 Dock	323	313	51	25	26	—	—	
	Patent Slip .... (Basiliades's Works)	336 (cradle)	—	—	Forward Aft	18 21	3,500	1907	
Salonica	Government Floating	—	311	60	—	21	3,000	1888	
Syra	Patent Slip .... (Forges et Chantiers Co.)	311 (cradle)	—	—	Forward Aft	12 16	2,500	—	
	Ditto	180 (cradle)		—	Forward Aft	10 11	600	—	

APPENDIX II.

List of Principal Ports, showing particulars of depths, &c.

Port.	Depth at L.W.O.S. in channel of approach.	Depth at L.W.O.S. in anchorage.	Rise of Tide.	Remarks.
Nauplia	Deep	7 to 9 fms.	—	
Peiræus	15 fms.	4½ fms.	—	
Port Mudros	E. Pass 12 fms Mid. ,, 6 fms. W. ,, 4 fms.	4 to 10 fms. ..	—	
Port Sigri	11 to 20 fms. ..	7 to 14 fms. ..	—	
Rhodes, Tershaneh ..	8 feet	18 feet	—	
,, Southern harbour ..	22 feet	10 fms.	—	
,, Summer anchorage	—	12 to 10 fms. ..	—	
Saloniki	26 feet	16 to 25 feet ..	—	
Smyrna	7 to 10 fms. ..	5 fms.	—	
Suda bay	12 to 20 fms. ..	13 to 16 fms. ..	—	
Syra	17 to 21 fms. ..	6 to 10 fms. ..	—	

APPENDIX III.

List of spots suitable for magnetic observations.

Mityleni.—Sigri island.—On the S.E. corner of Sigri island, 20 yards west of a small cove, and about 80 yards north of the southern point. The position is marked by a small stone cairn, and is situated in lat. 39° 11′ 53″ N., long. 25° 50′ 23″ E. Minaret in town to eastward of fort N. 59° 54′ E. (true), lighthouse vane N. 25° 45′ W. (true).

Lemnos.—Port Mudros.—The situation is S. 34° E. (true), $3\frac{1}{2}$ cables, from the end of the pier, and N. 35° E. (true), 12 yards, from the N.W. corner of a clump of bushes near a small stone hut. The hut is in line with another hut on the hill. The nearest windmill above the town is transit the right extreme of a large yellow house and also a small white house with a red roof. The tall pier flagstaff bears N. 21° 53′ 45″ W. (true). Situation, lat. 39° 51′ 30″ N., long. 25° 16′ 12″ E.

Volo.—This situation is on the pier, N. 17° W., $1\frac{7}{10}$ cables from Sesklo point. The house on the cape bears N. 63° 47′ E. (true), and the minaret N. 18° 51′ E. (true). Situation, lat. 39° 20° 43″ N., long. 22° 57′ 51″ E.

Thaso.—Panagia.—The observation spot is situated 6 feet from a small white marble pillar, 2 feet high, S.S.W. (true), 250 yards from the ruined tower at the east end of the bay. The wooden beacon on Mount Elias bears S. 11° 38′ 6″ W. (true). Situation, lat. 40° 46′ 24″ N., long. 24° 44′ 00″ E.

Smyrna.—The suitable spot for magnetic observations is situated on the breakwater, 130 yards from the *red* light on the north end. The minaret at the upper end of the Turkish cemetery bears S. 6° 35′ W. (true). Position, lat. 38° 25′ 42″ N., long. 27° 8′ 55″ E.

Samos.—Port Tigani.—The most suitable spot for magnetic observations is situated on the breakwater, at an angle about 20 yards, at the outer end, from the shoulder. Castle point, N. 70° 52′ 15″ W. (true), breakwater staff S. 81° 26′ 11″ E. (true), left tangent Apros Kavos S. 48° 5′ 49″ W. (true). Situation, lat. 37° 41′ 38″ E., long. 26° 58′ 10″ E.

Suda bay.—The suitable spot for magnetic observations is situated N. 56° 30′ W., 17 cables, from the Naval cemetery. Suda fort light-

Appendix III. continued.

house bears S. 83° 39′ E. (true). Situation, lat. 35° 29′ 33″ N., long. 24° 3′ 50″ E.

Kos.—The suitable spot for magnetic observations is situated on a sand-spit E.N.E., 150 yards, from Kum lighthouse. Situation, lat. 36° 55′ N., long. 27° 18½′ E.

Abnormal variation of the compass has been experienced off Cape Akrotiri, Crete.

Appendix III. continued.

house bears S. 83° 39' E. (true). Situation, lat. 35° 20' 30" N., long. 24° 3' 30" E.

Kos.—The suitable spot for magnetic observation is situated on a sand-spit E.N.E., 150 yards from Kran lighthouse. Situation, lat. 36° 55' N., long. 27° 18½' E.

Abnormal variation of the compass has been experienced off Cape Akrotiri, Crete.